

By the Board of Directors of the Federal Housing Finance Board.

Bruce A. Morrison,
Chairperson.

[FR Doc. 97-17446 Filed 7-2-97; 8:45 am]

BILLING CODE 6725-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-17-AD; Amendment 39-10066, AD 97-14-08]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 (G-I) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Gulfstream Model G-159 (G-I) airplanes, that currently requires repetitive inspections to detect cracks and loose rivets in the forward brackets for the main landing gear (MLG) uplock beam assembly, and replacement of the brackets, if necessary. This amendment requires installation of redesigned brackets that preclude the potential for cracking and loose rivets, when accomplished, this installation constitutes terminating action for the currently required inspections. This amendment is prompted by the development of an installation that will positively address the identified unsafe condition. The actions specified by this AD are intended to prevent failure of the bracket for the MLG uplock beam assembly due to cracking and loose rivets; such failure could result in the inability to retract the MLG.

DATES: Effective August 7, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-2206. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small

Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Christina Marsh, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; fax (404) 305-7348.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 66-10-03, amendment 39-222 (31 FR 5660, April 12, 1966), which is applicable to certain Gulfstream Model G-159 (G-I) airplanes, was published in the **Federal Register** on March 6, 1997 (62 FR 10237). The action proposed to require repetitive dye penetrant and visual inspections to detect cracks and loose rivets in the forward brackets of the main landing gear (MLG) uplock beam assembly, and replacement of the brackets, if necessary. It also proposed to require that the currently-installed brackets be replaced with improved brackets. Once this replacement is accomplished, the previously required inspections may be terminated.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 146 Gulfstream Model G-159 airplanes of the affected design in the worldwide fleet. The FAA estimates that 72 airplanes of U.S. registry will be affected by this AD.

The inspections that are currently required by AD 66-10-03 take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$8,640, or \$120 per airplane, per inspection.

The terminating replacement that is required by this AD action will take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour.

Required parts will cost approximately \$425 per airplane. Based on these figures, the cost impact of the requirements of this AD on U.S. operators is estimated to be \$82,440, or \$1,145 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulation adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the rules docket. A copy of it may be obtained from the rules docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-222 (31 FR 5660, April 12, 1966), and by adding a

new airworthiness directive (AD), amendment 39-10066, to read as follows:

97-14-08 Gulfstream Aerospace Corporation (formerly Grumman): Amendment 39-10066. Docket 97-NM-17-AD. Supersedes AD 66-10-03, Amendment 39-222.

Applicability: Model G-159 (G-I) airplanes; serial number (S/N) 1 through 12 inclusive, 14 through 83 inclusive, and 114; on which main landing gear (MLG) uplock beam support brackets (angles) having part numbers (P/N) 159W10150-71 and -72 are not installed; confiscated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the brackets for the main landing gear (MLG) uplock beam assembly due to cracking and loose rivets, which could result in the inability to retract the MLG, accomplish the following:

(a) Within 50 hours time-in-service after April 12, 1966 (the effective date of AD 66-10-03, amendment 39-222), and thereafter at intervals not to exceed 100 hours time-in-service, accomplish the actions specified in paragraphs (a)(1) and (a)(2) of this AD in accordance with Grumman Gulfstream Service Change No. 179, dated March 15, 1966:

(1) Conduct a dye penetrant inspection, in conjunction with at least a 10X magnifying glass, to detect cracks in the MLG uplock beam forward brackets, P/N's 159W10150-51 and -52; and

(2) Conduct a visual inspection of the attachments of each bracket to the firewall bulkhead and to the main gear uplock beam for loose rivets caused by elongated rivet holes.

(b) If any crack or loose rivet is found during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD, in accordance with Grumman Gulfstream Service Change No. 179, dated March 15, 1966:

Note 2: Grumman Gulfstream Service Change No. 179A, dated March 20, 1966, contains additional procedural information relevant to the inspection and replacement requirements of this AD.

(1) Replace the bracket with a new or serviceable bracket having P/N 159W10150-51 or -52, as applicable. After this replacement, continue to inspect in accordance with paragraph (a) of this AD. Or

(2) Replace the bracket with a bracket having P/N 159W10150-71 or -72, as applicable. This replacement constitutes terminating action for the inspection required by paragraph (a) of this AD for the replaced bracket.

(c) Within 1,000 hours time-in-service after the effective date of this AD, replace the brackets for the main landing gear (MLG) uplock beam assembly with brackets having P/N 159W10150-71 and -72, in accordance with Part II of Grumman Gulfstream Service Change No. 179, dated March 15, 1966. Such replacement constitutes terminating action for the inspections required by this AD.

(d)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager Atlanta ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 66-10-03, amendment 39-222, are approved as alternative methods of compliance with this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The actions shall be done in accordance with Grumman Gulfstream Service Change No. 179, dated March 15, 1966. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, MS D-10, Savannah, Georgia 31402-2206. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

(g) This amendment becomes effective on August 7, 1977.

Issued in Renton, Washington, on June 26, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-17279 Filed 7-2-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-06-AD; Amendment 39-10065, AD 97-14-07]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model L-1011 Series Airplanes Equipped With Rolls-Royce Model RB211-524 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Lockheed Model L-1011 series airplanes, that currently requires several modifications of the engine high speed gearboxes. This amendment requires that a new modification be installed in lieu of one of those previously required. This amendment is prompted by a report indicating that one of the currently required modifications is not completely effective because it can create interference problems between the fireloop and a fuel line. The actions specified by this AD are intended to reduce the possibility of a fire in the high speed gear boxes, and to ensure that any fire which may occur is readily detected by the flight crew.

DATES: Effective August 7, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080; and Rolls-Royce plc, Technical Publications Department, P.O. Box 17, Parkside, Coventry CV1 2LZ, England. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-